

galleys, etc., shall be made at least once in every month. If the route of the vessel is such that it is away from a U.S. port for more than 1 month, an inspection shall be conducted at least once every trip.

### **Subpart 189.35—Weight Handling Gear**

#### **§ 189.35-1 Application.**

(a) The requirements of this subpart shall apply to all weight handling gear installed on oceanographic research vessels except weight handling gear designated to handle primary life-saving equipment. Weight handling gear designated for this use shall meet the applicable portions of Subchapter I (Cargo and Miscellaneous Vessels) of this chapter.

(b) Weight handling gear placed under the inspection and testing required for cargo gear by the classification society or cargo gear bureaus recognized in Subchapter I (Cargo and Miscellaneous Vessels) of this chapter may be considered as having met the intent of this subpart.

#### **§ 189.35-3 Intent.**

(a) In recognition of the special nature of oceanographic research vessel operations, it is intended that maximum flexibility be given to the owner or operator in complying with the safety requirements for weight handling gear in this subpart. The primary interest of the Coast Guard shall extend to hazards associated with the connections to the vessel, dangerous moving parts, extremes in temperature and shock hazards.

#### **§ 189.35-5 Tests.**

(a) An installation load test and safety assessment shall be conducted by the owner or operator. Section 189.35-13 may be used as a guide for the safety assessment. It shall be the responsibility of the owner or operator to notify the Officer in Charge, Marine Inspection, of the time and place of the installation tests when occurring in a port of the United States to permit a marine inspector to witness the tests if desired. Subsequent owner or operator conducted tests may be required at the time of the vessel's inspection periods

if a visual examination or review of the equipment record reveals evidence of an unsafe condition. Tests should normally consist of exercising the equipment as a unit with a proof load 25 percent in excess of the equipment's normal working load, however manufacturer's design limitations should not be exceeded. Consideration shall be given to the plans of loading when conducting these tests. Braking, safety and limiting devices shall be tested whenever feasible.

#### **§ 189.35-7 Examinations.**

(a) Examination of weight handling gear will normally consist of a visual examination with access covers removed. Suitability of the equipment for the service intended will be emphasized. Disassembly of the equipment will be required only when there is evidence of a deficiency or an unsafe condition. Non-destructive tests, such as radiography, ultrasonic, electronic, or other methods may be used if appropriate, however will not be required.

#### **§ 189.35-9 Plans.**

(a) Plans will not normally be required, however depending on the use of the weight handling gear, submission of plans or other technical information may be required by the Officer in Charge, Marine Inspection. Unless an unsafe condition is in evidence, vessel operations will not be delayed while plans or other technical information are under review. Plans, when required, shall normally include:

(1) One line electrical diagrams showing appropriate overload protection as currently required by subchapter J (Electrical Engineering) of this chapter.

(2) Plans showing hydraulic or pneumatic equipment.

(3) Stress and/or arrangement diagrams with supporting design calculations as appropriate to the specific equipment in question.

(b) When weight handling gear is built to a recognized code or specification, plans or other technical data will not normally be required. Purchase specification or vendor's information may be accepted in lieu of design calculations if sufficiently definitive of